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Chapter Eight

Prioritization and Implementation

Introduction

This chapter presents implementation strategies for achieving Bicycle- and Walk-Friendly Community (BFC and WFC) designations within the ARTS region, as well as the recommended projects of the Plan. Proposed projects are also prioritized based on criteria identified by the Project Steering Committee and Project Team. Regional plans of this size are typically implemented over decades using a combination of private, local, state, and federal funding and participation. A deliberate phasing and prioritization strategy is required to effectively focus available funding, maximize funding and implementation, and meet the needs of the region, while also allowing flexibility to maximize completed projects.

BFC and WFC Action Plans

As discussed in Chapter 3, each of the three ARTS communities considered in the BFC and WFC assessments requires substantial advancements in each of the five “E” categories in order to become a candidate for BFC and WFC designation. Each community, however, bears its own unique strengths that provide a useful building block for developing more bicycle- and walk-friendly communities. The community assessments were conducted using the full applications for designation of the BFC and WFC programs, which are provided in Appendix C of this Plan. Based on the answers provided for the application questions, the following is a list of near-term steps that each community can take to begin the process of improving its BFC and WFC applications:

- Adopt the regional Bicycle & Pedestrian Plan Update as the County's/City's Plan
- Appoint a bicycle coordinator and pedestrian coordinator within the County's/City's existing staff

- Establish the Regional Bicycle and Pedestrian Committee (recommended in Chapter 5 of this Plan) as a collaborative body supporting regional progress as bike-friendly and walk-friendly communities.
- Adopt a bicycle parking ordinance
- Adopt a “complete streets” policy
- Inventory bike parking spaces in the community, including those at civic buildings and public places
- Inventory ADA curb ramps on sidewalks
- Track investment in bicycling and walking facilities
- Identify sources of funding for bicycle and pedestrian projects and programs
- Include community groups and private sector partners in the BFC and WFC discussions

The non-infrastructure recommendations of this Plan provide relatively inexpensive means of improving and raising public awareness and adding to the safety and enjoyment of bicycling and walking in the ARTS region. Because of their minimal expense and importance to supporting bicycle and pedestrian travel and thereby increasing activity, all of the recommended programs and policies should be considered short- or medium-term priorities. The non-infrastructure recommendations of this Plan are designed for implementation within two years of adoption of the Plan.

While the vast majority of infrastructure and policy recommendations fall within the exclusive jurisdiction of ARTS and its member jurisdictions, many program recommendations can, and should, fall under the banner of outside agencies, private sector partners, and nonprofit organizations.



Nonprofit organizations that may want a role in implementing community programs in the ARTS region are identified in Chapter 6 as existing and potential partners. A collaborative approach to implementing and sustaining bicycling and walking programs contributes to the broader vision of fostering a strong advocacy community and culture. Additionally, the minimal expense associated with most programs offers the unique opportunity for multiple, varied sectors of the community to contribute to the larger bicycle friendly and walk friendly community campaigns.

While every community will need to follow its own distinct path toward improving the local bicycling and walking environment, the following timeline provides a framework for ARTS communities to achieve BFC and WFC status:

August 2012: Adopt Regional Bicycle & Pedestrian Plan Update.

Summer 2012: Assemble and organize the regional bicycle and pedestrian committee.

August 2012: In coordination with start of school year and fall weather, launch at least one new program based on the recommendations of the Bicycle & Pedestrian Plan Update.

September 2012: Coordinate and host annual bicycle and pedestrian counts.

October 2012: Map and analyze count data to determine key findings.

January 2013: Review priority network and policy recommendations of the Bicycle & Pedestrian Plan Update and develop a strategy for implementing new facilities and improved policies during the 2013 calendar year.

Early Spring 2013: Develop, plan and promote Bike Month activities for May.

April 2013: Use springtime weather as a launching point to introduce at least one new program based on the recommendations of the Bicycle & Pedestrian Plan Update.

May 2013: Promote Bike Month regionally with events in each ARTS community.

Summer 2013: Develop a Safe Routes to School

Plan that involves regional collaboration and local support.

August 2013: In coordination with start of school year and fall weather, launch new programs based on Bicycle & Pedestrian Plan Update recommendations and the goals of the Safe Routes to School regional Plan.

September 2013: Coordinate and host annual bicycle count

January 2014: Review priority network and policy recommendations of the Bicycle & Pedestrian Plan Update and develop a strategy for implementing new facilities and improved policies during the 2014 calendar year.

Early Spring 2014: Develop, plan and promote Bike Month activities for May.

March 2014: Assess progress by reviewing Bicycle Friendly and Walk Friendly Community application and citing changes to the answers for each application question. Create a strategy for making further BFC and WFC improvements that will bolster the applications.

May 2014: Promote Bike Month regionally with events in each ARTS community.

June/July 2014: Apply for a Walk Friendly and Bicycle Friendly Community designations

Infrastructure Improvement Prioritization

The infrastructure recommendations of this Plan include 741 miles of new greenways and bikeways to increase the network connectivity of the ARTS region and to create a comprehensive, safe, and logical network for bicyclists and pedestrians. It is important to note, however, that all recommended projects of the Plan are important for the comprehensive bikeway and walkway network and should be implemented when funding and political conditions warrant. To gauge the relative importance of recommended improvement projects, the Project Steering Committee developed evaluation criteria to identify and prioritize each proposed project. The criteria highlight the features of a bicycle and pedestrian network most important to ARTS residents and rank projects against each other as an indication of their relative importance. Through this approach, the best possible future bicycling and walking network is determined.



Project Evaluation Criteria

Table 8-1 shows the evaluation criteria used to prioritize potential projects, as well as the possible scores (0 – 5) and the total potential values. While all of the projects are important to the development of ARTS regional bicycling and walking network, focusing on the most viable and publicly supported projects can build momentum and set the groundwork for future investments. The ratings within each category were considered together to prioritize projects. Projects fulfilling the greatest number of evaluation criteria received higher scores, correspondingly leading to higher rankings within the overall list. Any of these projects can proceed when funding and political conditions warrant.

Table 8-1: Project Evaluation Criteria

Criteria	Scoring Weights	Available Points
Proximity to Attractors/Destinations		
Access to public or private school (K-12)	Yes = 2; No = 0	16 pts.
Direct access to existing/planned transit route or stop	Yes = 2; No = 0	
Direct access to major employment centers	Yes = 2; No = 0	
Direct access to mixed-use areas or shopping centers	Yes = 2; No = 0	
Direct access to University/College	Yes = 2; No = 0	
Direct access to Central Business District	Yes = 2; No = 0	
Access to public places (<i>parks, libraries, civic uses</i>)	Yes = 2; No = 0	
Transit Stop within 1/2 mile radius	Yes = 1; No = 0	
Direct access to higher density residential areas	Yes = 1; No = 0	
Connectivity		
Completes gap in existing bicycle or pedestrian facility	Yes = 4; No = 0	14 pts.
Removes barrier in route	Yes = 3; No = 0	
Regional connection and/or major roadway/river Xing	Yes = 3; No = 0	
Connects 2 or more communities	Yes = 2; No = 0	
Connects residential area to business/commercial area	Yes = 1; No = 0	
Project supports economic development/tourism	Yes = 1; No = 0	
Safety / Health / Quality of Life		
Improves locations where bicycle or pedestrian crashes/fatalities have occurred	Yes = 4; No = 0	14 pts.
Is the improvement on a high volume road	Yes = 2; No = 0	
Is the improvement separated from vehicular traffic	Yes = 2; No = 0	
Provides speed reduction or traffic calming benefits	Yes = 2; No = 0	
Improves physical activity	Yes = 2; No = 0	
Improves air quality/offers environmental benefits	Yes = 2; No = 0	
Feasibility		
Improvement is on or adjacent to roadway project contained in the ARTS 2035 LRTP.	Yes = 5; No = 0	10 pts.
Improvement has full or partial funding, or is likely to be funded	Yes = 3; No = 0	
Improvement was recommended during the public outreach process/or is contained and supported in a local plan	Yes = 2; No = 0	



Priority Projects and Cost Opinions

This section identifies the highest priority areas for pedestrian improvements, the top 50 ranked bikeway and greenway projects throughout the ARTS region, and priority bicycle parking locations. First- and second-tier projects are described in Tables 8-2 through 8-6. The top 50 ranked bikeway and greenway projects were determined based on the evaluation criteria and prioritization matrix described in the previous section. All remaining proposed projects not listed in Table 8-6 are within the third-tier. Based on extensive research, analysis, and public input in the preparation of this plan, the entire list of projects proposed within this Plan have evidenced merit. Third-tier projects play an important role in completing the vision of the bicycling and pedestrian network, but should be considered long-term projects based on their limited ranking within the prioritization matrix.

GDOT, SCDOT, and member jurisdictions of ARTS will be the implementing agencies for on-street facilities. Cities and Counties within ARTS should coordinate with GDOT and SCDOT on the design and implementation of these facilities. In most cases, implementation of bike lanes on GDOT and SCDOT roadways will be

completed through scheduled resurfacing projects. GDOT and SCDOT will incur most of the street resurfacing costs. The added incremental costs for bike lane symbols and signage will be borne locally.

Walkway Network Priority Zones

Chapter 7 describes the pedestrian network prioritization method used to identify a hierarchy of pedestrian infrastructure needs throughout the ARTS region. The results of the refined pedestrian suitability analysis provide regional priorities for pedestrian infrastructure. Table 8-2 provides local pedestrian priority zones within each primary member county of ARTS, based on the regional analysis.

This Plan recommends that ARTS and its member jurisdictions prioritize improvements to the pedestrian infrastructure in the zones listed in Table 8-2. The results of the refined pedestrian suitability analysis reflects a composite ranking score of both supply (existing infrastructure) and demand (pedestrian activity), thus priority investments in these areas could range from intersection safety upgrades to new sidewalk construction, and from improved sidewalk maintenance to enhanced pedestrian amenities (such as lighting, street furniture, etc).

**Table 8-2: High Priority Walkway Network Improvement Zones**

County	Priority Zone	Identifiers/Boundary Corridors
Augusta-Richmond County	W.S. Hornsby School Zone	East Cedar Street - Laney Walker Blvd - Lovers Lane - Sand Bar Ferry Road
	South Central Augusta	15th Street – Laney Walker Blvd – MLK Jr. Blvd
	Wrightsboro Road Corridor	Wrightsboro Road from Marks Church Road to Highland Avenue
	West Central Augusta	Wrightsboro Road – Broad Street – 15th Street – Heard Avenue
	Hephzibah School Zones	Hephzibah Middle School and Hephzibah High School; Hephzibah High Freshman Academy and Graham School
Columbia County	Westmont Elementary School Zone	Oakley Pirkle Corridor and connecting residential streets
	Columbia Road Corridor	Columbia Road Corridor from Washington Road to Old Belair Road and connecting residential streets
	Furys Ferry Road	Furys Ferry Road Corridor from Evans to Locks Road to Hardy McManus Road
	Southeast Grovetown	Katherine Street to Gordon Highway
	Flowing Wells Road	Flowing Wells Road from Washington Road to Wheeler Road
	Washington Road Corridor	Washington Road North of Columbia Road
Aiken County	York Street – Rutland Crossing	York Street Corridor and Rutland Drive Corridor and connecting residential streets near that intersection
	Northwest Aiken School Zone	Hampton Avenue from SC 19 to North Carolina Avenue and streets connecting to and between Aiken High School and surrounding neighborhoods
	Virginia Acres Park Zone	Residential street east and north of Virginia Acres Park
	South Aiken	Full extent of Whiskey Road, Silver Bluff Road, and East Pine Log Road south of Aiken's city center
	West Central North Augusta	Residential streets west of Georgia Avenue from Spring Grove Avenue to Bluff Avenue
	Burnettown Central	Anthony Drive and connecting streets

Bicycle Parking Priorities

Beyond priority bikeway projects, increasing bicycle parking is an area-wide priority project. Bicycle parking should be expanded as the bikeway network is expanded. This Plan recommends three priority action steps to achieve this and to ensure a wide network of bicycling parking locations that will serve the broad population of bicyclists.

- As described in the Policy Recommendations of Chapter 6, this Plan recommends that ARTS assist communities in adopting local policies to ensure long-term investment in bicycle parking throughout the region.
- Secondly, this Plan recommends that ARTS and its member jurisdictions ensure that

bicycle parking is provided at all publicly owned buildings and facilities. This includes all public schools, civic buildings (such as libraries), government offices, recreation facilities, and others.

- Thirdly, ARTS and the communities within ARTS should partner with local landowners to prioritize bicycle parking at locations cited as priority destinations for bicyclists through the public outreach process of this Plan. Requests by the general public provide an appropriate gauge of bicycle parking needs and unmet demand. Priority locations for bicycle parking identified in the public outreach process are shown in Table 8-3.

Table 8-3: High Priority Bicycle Parking Locations

Rank	Citizen Priorities for Bicycle Parking Locations
Priority Locations in Georgia	
1	<ul style="list-style-type: none"> • Augusta Downtown • Augusta State University • Georgia Health Sciences University
2	<ul style="list-style-type: none"> • Augusta Canal • Augusta Mall • Lake Olmstead
3	<ul style="list-style-type: none"> • Augusta Exchange Shopping Center • Evans Town Center • Fort Gordon • General shopping/grocery/gyms • Savannah Rapids Pavilion
Priority Locations in South Carolina	
1	<ul style="list-style-type: none"> • Aiken Downtown • Aiken Mall • Aiken Regional Hospital • Richland Ave. Wal-Mart, Aiken • Hitchcock Woods • O'Dell Weeks Activity Center • University of South Carolina-Aiken



Rank	Citizen Priorities for Bicycle Parking Locations
2	<ul style="list-style-type: none"> • Citizens Park • North Augusta Greenway • Whiskey Road

Planning Level Cost Opinions

This section provides general planning-level cost opinions for a variety of facility types, as well as the specific planning-level cost estimates of the top 50 ranked projects of the regional greenways and bikeways network recommended in this Plan. The following is a summary of the fully burdened costs of sidewalks and different bikeway facility types. All costs are total installed costs that include: planning and engineering, environmental, and contingency.

Table 8-4: Pedestrian Facility Type Planning Level Cost Estimates

Sidewalk, Drainage, C&G - one side of roadway					
Item Description	Unit	Quantity	Unit Price	Total	Notes
Standard Concrete Curb and Gutter	LF	5,280	\$18.00	\$95,040.00	
Sidewalk	SF	31,680	\$5.00	\$158,400.00	6' Wide
12 Inch Storm Sewer Pipe, 10' deep	LF	2,640	\$70.00	\$184,800.00	Storm System Pipe, Including Trenching/ Backfill, half total costs
Storm Manhole	EA	9	\$2,800.00	\$24,640.00	Every 300', half total costs
Standard Catch Basin	EA	18	\$1,500.00	\$26,400.00	Every 300'
Construction cost per mile				\$489,280.00	
Fully burdened cost per mile (25% contingency)				\$831,776.00	
Fully burdened cost per LF				\$157.53	
Sidewalk Widening - one side of roadway					
Item Description	Unit	Quantity	Unit Price	Total	Notes
Sidewalk	SF	10,560	\$5.00	\$52,800.00	2'
Construction cost per mile				\$52,800.00	
Fully burdened cost per mile (25% contingency)				\$89,760.00	
Fully burdened cost per LF				\$17.00	

**Table 8-5: Bicycle, Greenway, and Traffic Calming Planning Level Cost Estimates**

Bikeway/Traffic Calming Facility	Cost	Materials	Additional Costs*
Greenway/Multi-use path (per mile)	\$800,000.00	Construction, signing	30%
Bike lane: restriping as retrofit (per mile)	\$15,000.00	Striping and signing	20%
Bike lane: restriping w/ resurfacing project (per mile)	\$ 8,000.00	Striping and signing	20%
Bike lane: widening on street with curb & gutter (per mile; minimum)	\$250,000.00	Roadway widening	40%
Bike lane: add pavement; no curb (per mile with resurfacing)	\$28,000.00	Asphalt, striping, signing	20%
Buffered bike lane: restriping w/resurfacing project (per mile)	\$12,000.00	Striping and signing	20%
Buffered bike lane: widening on street with curb & gutter (per mile; minimum)	\$254,000.00	Roadway widening	40%
Buffered bike lane: add pavement; no curb (per mile with resurfacing)	\$32,000.00	Asphalt, striping, signing	20%
Bike route (per mile)	\$2 ,000.00	Signing	15%
Shared lane marking (per mile)	\$6,500.00	Signing, markings	15%
Inverted 'U' bicycle rack (ea)	\$200.00	Rack	15%
"Share the Road" signs (ea)	\$100.00	Signs, posts	15%
Shared lane marking (ea)	\$200.00	Stencils (20 per mile)	15%
Wayfinding/destination sign (ea)	\$150.00	Signs, posts	15%
Loop detectors (two)	\$1,500.00	Detector, stencil, labor	\$300 for calibration only
Colored bike lane (square foot thermoplastic)	\$4.50		
Traffic circle (ea)	\$40,000.00	Concrete curb, landscaping	15%
Diverter (ea)	\$15,600.00 - \$40,000.00	Concrete curb, landscaping	15%
Bike box (ea)	\$5,000.00	Thermoplastic, signs	15%
Advanced stop line (ea)	\$225.00		15%
Bicycle/pedestrian bridge (linear foot)	\$150.00		15%

* Planning and engineering, environmental, and contingency

Priority Project Cost Opinions

The cost of greenway and bikeway facilities significantly varies by facility type, as shown in Table 8-5. For example, the addition of shared lane markings (sharrows) to an existing roadway requires few changes to the existing roadway, but provides no exclusive space for bicycle use. By contrast, a separated multi-use path provides a far greater level of separation from the roadway, but at a greater fiscal burden. Table 8-6 below is a summary of the fully burdened costs of the 50 highest ranked bikeway and greenway projects recommended in this Plan. It is important to note that



all recommended projects of the Plan are important for the comprehensive bikeway network. ARTS and the counties, cities, and towns within its boundaries should be opportunistic in implementing bikeway and greenway projects as opportunities arise, rather than focusing exclusively on implementation of highly ranked projects. For example, the 18-mile Euchee Creek Greenway in Columbia County will serve a central role in creating a connected network of bikeway facilities and is a regional priority with near-term opportunities for implementation.

Table 8-6: Augusta Regional Transportation Study Bicycle Pedestrian Plan Cost Estimates

Summary of Projects		
No.	Project Name	Project Cost
1	E Pine Log Road Greenway	\$1,320,800
2	MLK - 15th St Greenway	\$1,258,400
3	University Parkway Greenway	\$4,264,000
4	East Buena Vista Ave Bike Lanes	\$12,096
5	15th Street Bikelanes	\$4,320
6	US 1 Paved Shoulders	\$325,248
7	5th Street Shared Lane Markings	\$1,346
8	Atomic Rd. Greenway	\$551,200
9	North Belair Road Bike Lanes	\$30,240
10	Columbia Road Buffered Bike Lanes	\$1,436,624
11	Flowing Wells Rd Bike Lanes	\$441,000
12	Wrightsboro Rd. Paved Shoulders	\$137,760
13	S Aiken Lane	\$416,000
14	SC 19	\$700,000
15	West Aiken Greenway	\$5,158,400
16	15th Street Buffered Bike Lanes	\$2,880
17	13th Street Bridge - Augusta-Richmond County	\$1,271
18	Ellis Street	\$2,440
19	Wrightsboro Road	\$511,000
20	Telfair Street	\$14,203
21	Jefferson Davis Hwy	\$1,934,400
22	Collier Street	\$400

23	13th Street Bridge – Aiken County	\$1,346
24	Belvedere Clearwater Rd	\$16,320
25	Belvedere Clearwater Rd	\$2,194,000
26	E Buena Vista Avenue	\$436,800
27	5th Street Bridge	\$126,786
28	Central Avenue	\$17,760
29	Georgia Ave	\$27,456
30	Henry Street	\$1,980
31	Knox Ave	\$770,000
32	McDowell Street	\$3,120
33	Bransford Ave - McAnally St	\$620
34	US 1	\$228,480
35	15th Street	\$143,500
36	4th Street	\$1,880
37	Broad Street	\$14,520
38	Broad Street	\$9,000
39	Central Avenue	\$1,495
40	James Brown Boulevard	\$2,990
41	James Brown Boulevard	\$5,681
42	Laney Walker Boulevard	\$22,848
43	E. Martintown Rd	\$270,400
44	Olive Road	\$16,224
45	University Parkway	\$367,500
46	Old Evans Road	\$906,500
47	Belvedere Rd.	\$655,200
48	Windsor Spring Road	\$5,085,600
49	10th Street	\$1,160
50	Wrightsboro Road	\$12,384
Total Cost for Projects		\$29,865,578

Priority Project Description Sheets

This section provides project description sheets for the four highest priority projects within each of the three largest Counties in the ARTS region: Aiken County, Augusta-Richmond County, and Columbia County. The four highest priority projects were identified through evaluation criteria and prioritization process already described. These 1-page project description sheets provide an excellent tool for future implementation funding applications.



East Pine Log Road

Project Limits:

Silver Bluff Road to Trailwood Ave

Project Length: 1.27 miles

Improvement Type:

Greenway

Implementation Type:

Off-Street

Average Daily Traffic:

Current: 24,600 **2035 est:** 26,918

Prioritization Score: 28

Estimated Cost: \$1,320,800

Project Description

Existing Issues:

- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.
- Extremely high number of crashes along this route
- Schools along corridor do not have good bicycle/ pedestrian access

Project Benefits:

- Enhances safety by providing bicyclists with separated path, allowing children to access destinations
- Provides access to multiple schools and Virginia Acres Park



Greenway



Reference Map



MLK and 15th St. Greenway

Project Limits:

Olive Road to Government Road

Project Length: 1.21 miles

Improvement Type:

Greenway

Average Daily Traffic:

Current: 14,250 **2035 est:** 24,823

Prioritization Score: 27

Estimated Cost: \$1,258,400

Project Description

Existing Issues:

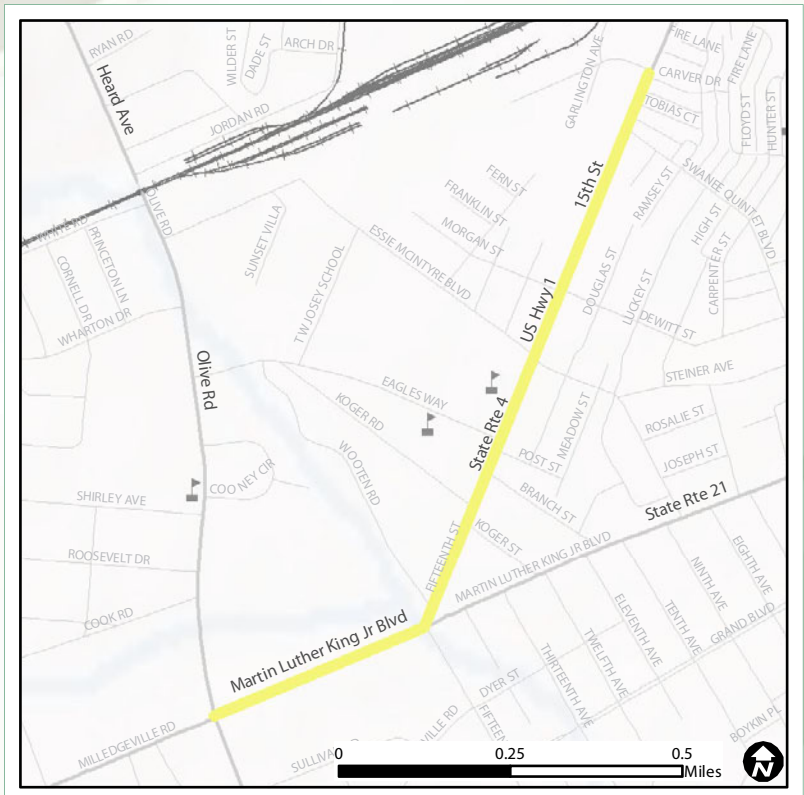
- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.
- High number of crashes along this route
- Schools along corridor do not have good bicycle/ pedestrian access

Project Benefits:

- Enhances safety by providing bicyclists with separated path, allowing children to access destinations
- Provides access to multiple schools and colleges
- Will ultimately connect the Savannah River Greenways with planned greenway system on SR 56, leading south.



Greenway



Reference Map



University Parkway

Project Limits:

Robert M Bell Parkway to SC 19

Project Length: 4.1 miles

Improvement Type:

Greenway

Average Daily Traffic:

2035 est: 11,612

Prioritization Score: 26

Estimated Cost: \$4,264,000

Project Description

Existing Issues:

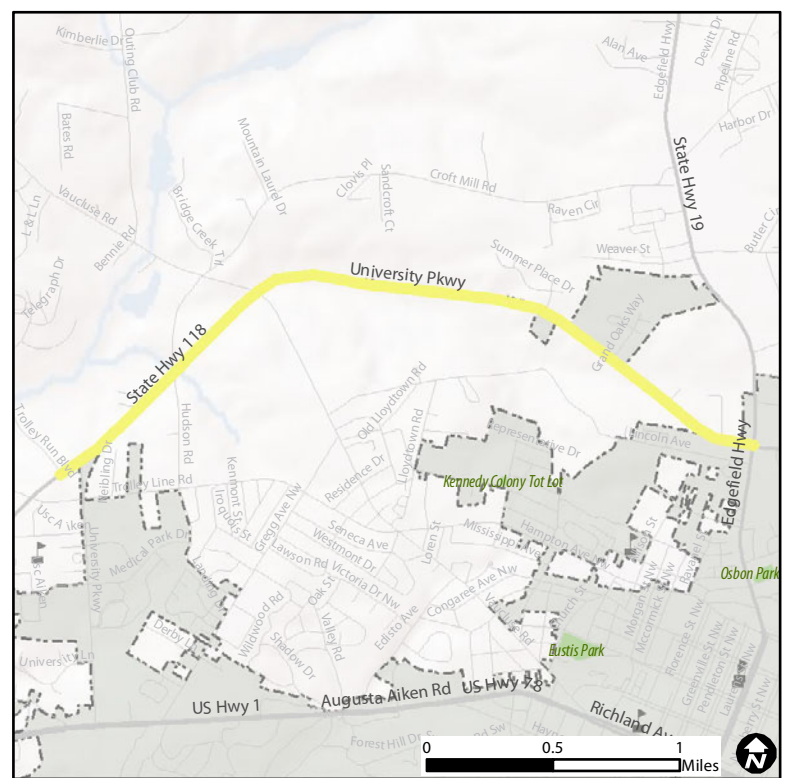
- No bicycle facilities currently exist to get from University of South Carolina Aiken to Aiken's greenway to the east.
- Without physical separations, safety issues may arise between bicyclists and motorized vehicles

Project Benefits:

- Enhances safety by providing bicyclists with separated path
- Provides access to multiple schools and South Carolina State University
- Extends the Aiken greenway System
- Creating a greenway loop around Aiken can provide an economic benefit as it would become a bicycle touring destination.



Greenway



Reference Map



East Buena Vista Avenue

Project Limits:

Riverside Boulevard to Georgia Avenue

Project Length: 0.4 miles

Improvement Type:

Striped Bike Lane

Average Daily Traffic:

2035 est: 3,702

Prioritization Score: 26

Estimated Cost: \$12,096

Project Description

Existing Issues:

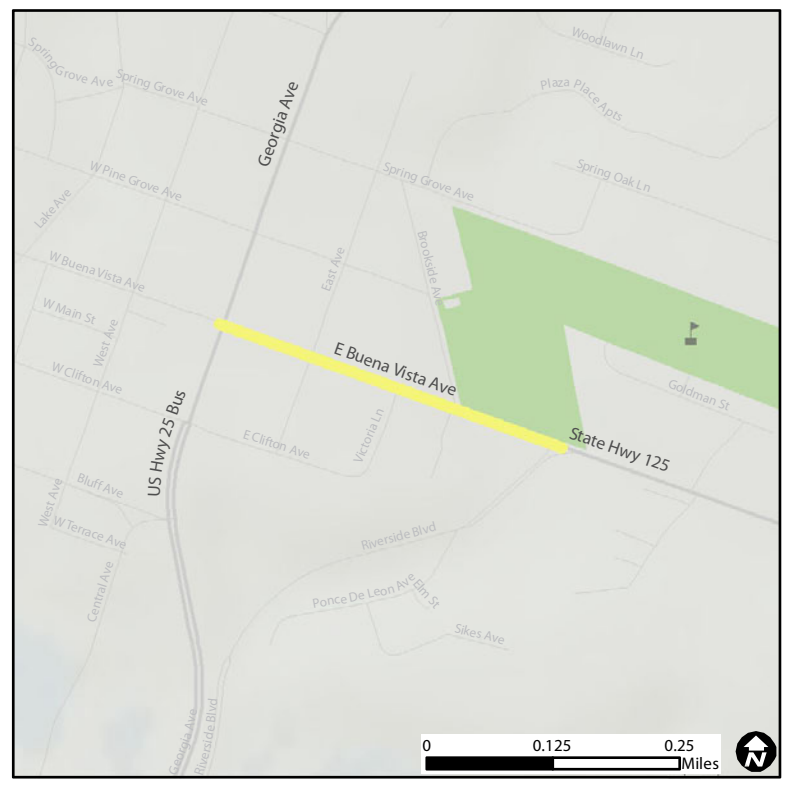
- Buena Vista Ave is a major east west route connecting desired cycling routes.
- The safety analysis conducted determined that Buena Vista Ave was a concentrated location for bicycle crashes in the region.

Project Benefits:

- Provides access to school and N. Augusta Recreation Facilities and Waterworks Park
- Enhances safety by providing bicyclists with separated path, allowing children to access destinations
- Key connector in planned greenway and bicycle network



Striped Bike Lane



Reference Map

15th Street

Project Limits:

John C. Calhoun Overpass to Broad Street

Project Length: 0.2 miles

Improvement Type:

Striped Bike Lane

Implementation Strategy:

Lane Narrowing

Average Daily Traffic:

Current: 18,910 **2035 est:** 21,796

Prioritization Score: 25

Estimated Cost: \$4,320

Project Description

Existing Issues:

- No bicycle facilities currently exist to get from this section of the Greenways along the Savannah River to Broad St. and the Savannah Levee-Lock and Damn Rd. Greenway
- No bicycle facilities connect the John C. Calhoun Overpass and Broad St.

Project Benefits:

- This short segment of roadway is a critical link between the river greenways and Broad St.
- Connects critical gaps in current greenway system
- Enhances safety by providing bicyclists with dedicated travel lanes, and a direct route between segments of the greenway system
- Will ultimately connect the Savannah River Greenways with the 15th St/MLK Greenway.
- Ability to implement quickly and cost effectively



Striped Bike Lane



Reference Map



US Highway 1

Project Limits:

Old Aiken Road to Augusta Road

Project Length: 9.7 miles

Improvement Type:

Paved Shoulder

Implementation Type:

Road Widening

Average Daily Traffic:

2035 est: 30,578

Prioritization Score: 25

Estimated Cost: \$325,248

Project Description

Existing Issues:

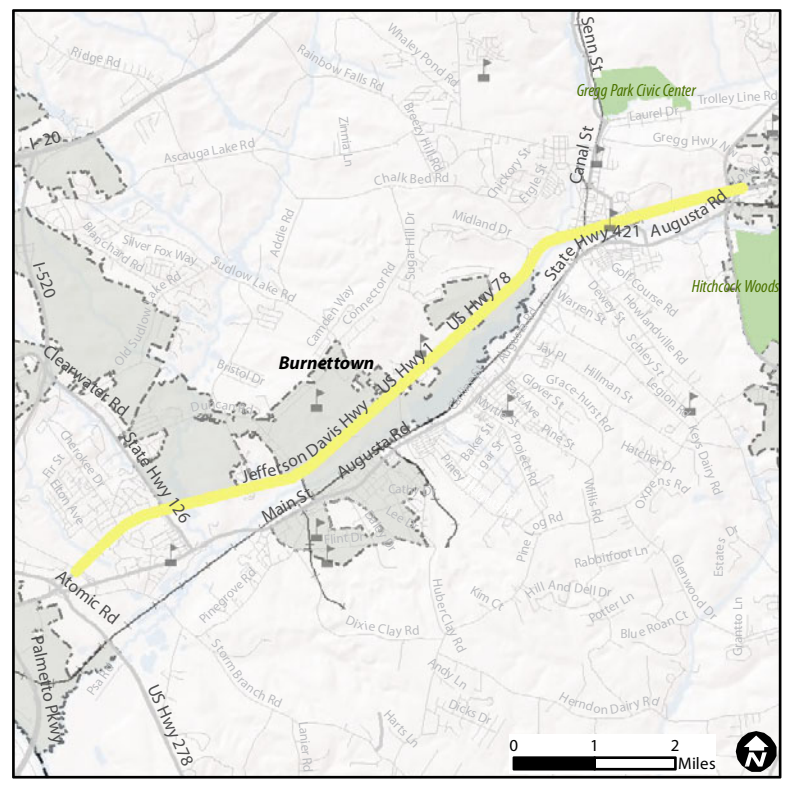
- US 1 is the main route between Aiken and North Augusta and has many destinations which bicyclists wish to access.
- Currently safety issues may arise between bicyclists and motorized vehicles without a separate space to ride.

Project Benefits:

- Provides direct access to many destinations
- Enhances safety by providing bicyclists with a space to ride separated from motorized vehicles
- Ability to implement quickly and cost effectively
- Paved shoulders improves safety for all road users, lengthens pavement life and reduces maintenance costs



Paved Shoulder



Reference Map



5th Street

Project Limits:

Broad Street to 5th Street Bridge

Project Length: 0.18 miles

Improvement Type:

Shared Lane Marking

Implementation Strategy:

Add Marking

Average Daily Traffic:

Current: 5,100 **2035 est:** 10,152

Prioritization Score: 25

Estimated Cost: \$1,346

Project Description

Existing Issues:

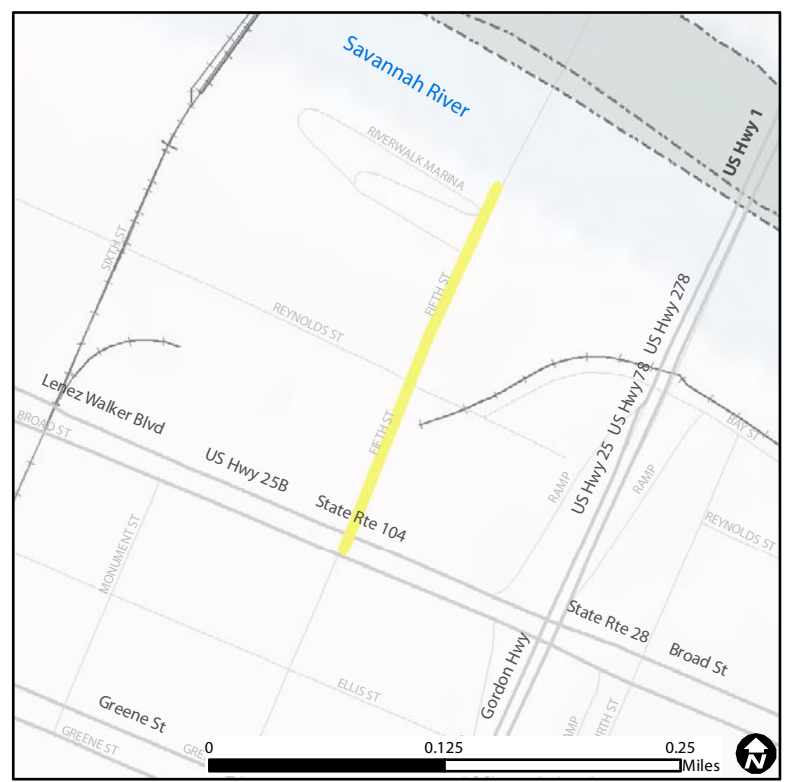
- This short segment of roadway is a critical link between Broad St. and the 5th St. Bridge crossing into N. Augusta.
- No bicycle facilities currently exist to get from this section of Broad St to the Greenways along both sides of the Savannah River.

Project Benefits:

- Provides direct access to 5th St. Bridge and Savannah River Greenways from downtown Augusta.
- Connects residential to commercial activities
- Enhances safety by providing bicyclists with a designated location on the roadway.
- Ability to implement quickly and cost effectively



Shared Lane Marking



Reference Map



Atomic Road

Project Limits:

Buena Vista Avenue to Old Edgefield Road

Project Length: 0.53 miles

Improvement Type:

Greenway

Average Daily Traffic:

Current: 4900 **2035 est:** 12,154

Prioritization Score: 25

Estimated Cost: \$551,200

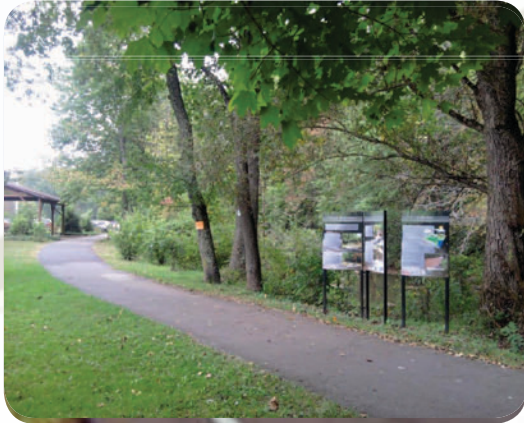
Project Description

Existing Issues:

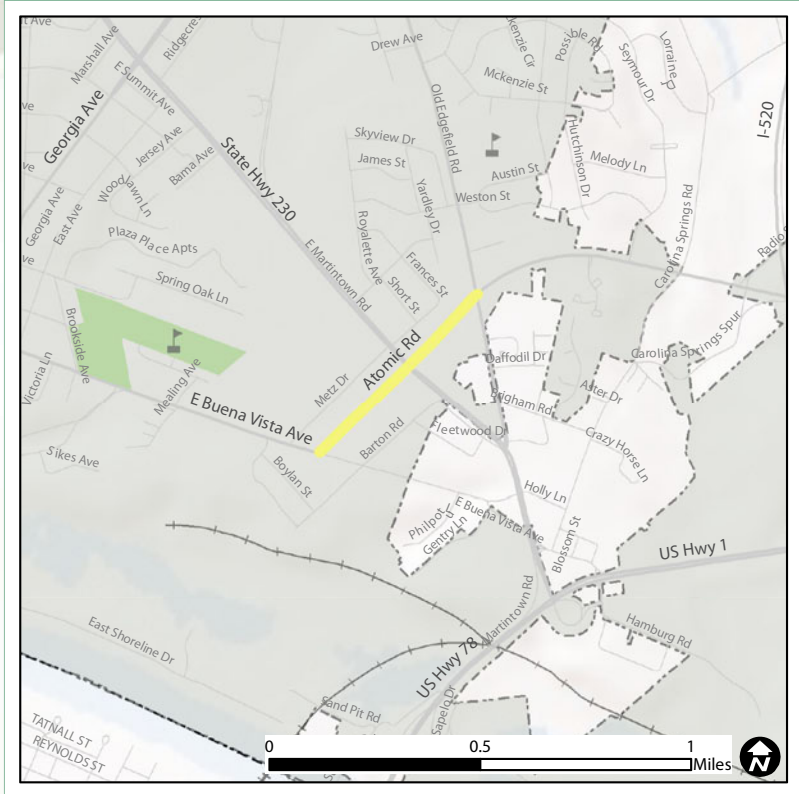
- No bicycle or pedestrian facilities currently exist along this roadway segment
- Safe and convenient bicycle and pedestrian connections to the Palmetto Parkway Greenway are needed

Project Benefits:

- Enhances safety by providing bicyclists and pedestrians with a separated path, allowing all ages and abilities to access destinations
- Provides access to the Palmetto Parkway Greenway
- Connects residential communities and commercial areas to one another and to the Greenway



Greenway



Reference Map

North Belair Road

Project Limits:

Columbia Rd. to Town Park Blvd.

Project Length: 1.7 miles

Improvement Type:

Striped Bike Lane

Implementation Strategy:

Lane Narrowing

Average Daily Traffic:

Current: 24,690 **2035 est:** 22,685

Prioritization Score: 18

Estimated Cost: \$30,240

Project Description

Existing Issues:

- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.
- There is no north-south bicycle facility in this part of county and North Belair Rd leads to Evans to Locks Road, which is a popular destination due to the greenway beginning there.

Project Benefits:

- Connects residential to schools
- Enhances safety by providing bicyclists with dedicated travel lanes, separated from high motorized vehicle traffic
- Will ultimately connect Columbia Rd. with the Evans to Locks Rd Greenway.
- Will ultimately connect to Augusta via planned bicycle facilities crossing 1-20.
- Can be implemented quickly and inexpensively



Striped Bike Lane



Reference Map



Columbia Road

Project Limits:

Old Belair Rd. to Washington Rd.

Project Length: 4mi

Improvement Type:

Buffered Bike Lane

Implementation Strategy:

Road Widening

Average Daily Traffic:

Current: 19,080 **2035 est:** 28,189

Prioritization Score: 17

Estimated Cost: \$1,436,624

Project Description

Existing Issues:

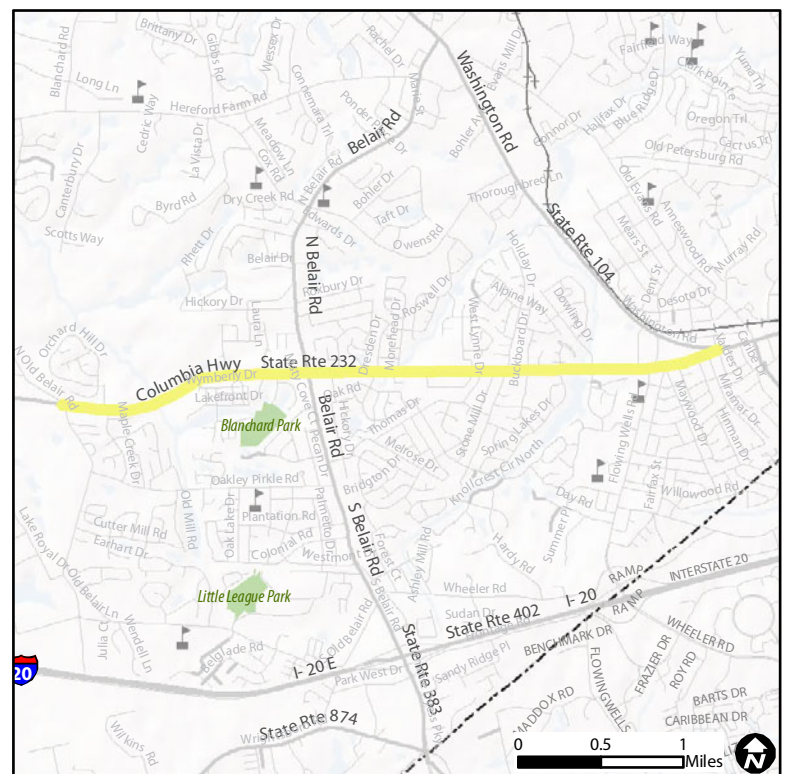
- No bicycle facilities currently exist to go west into through Columbia County.
- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.

Project Benefits:

- Enhances safety by providing bicyclists with dedicated travel lanes, with extra separation from motorized vehicles
- Ultimately this will connect to the Euchee Creek Greenway creating numerous loop opportunities and encouraging riding and tourism in the area.
- Ability to implement quickly and cost effectively



Buffered Bike Lane



Reference Map



Flowing Wells Road

Project Limits:

Wheeler Rd. to Columbia Rd.

Project Length: 1.3 miles

Improvement Type:

Striped Bike Lane

Implementation Strategy:

Road Widening

Average Daily Traffic:

Current: 14,210 **2035 est:** 13,990

Prioritization Score: 16

Estimated Cost: \$441,000

Project Description

Existing Issues:

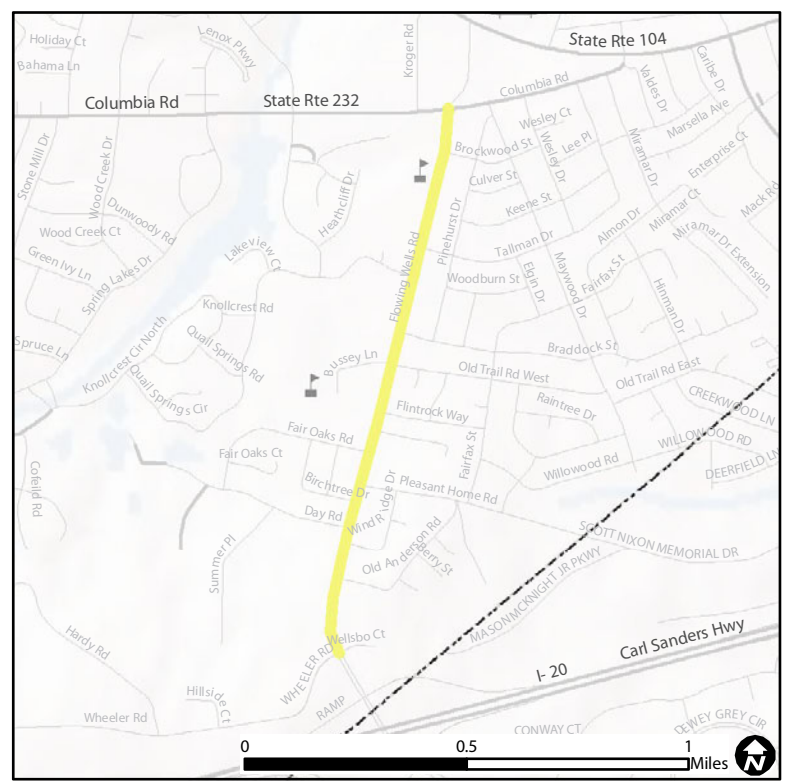
- No bicycle facilities currently exist to get from Columbia Rd to Wheeler Rd to access schools.
- Direct link to Augusta needed

Project Benefits:

- Enhances safety by providing bicyclists with dedicated travel lanes, separated from motorized vehicles
- Connects residential to schools
- Will ultimately connect to proposed bikelanes on Wheeler Rd. crossing into Augusta.



Striped Bike Lane



Reference Map



Wrightsboro Road

Project Limits:

Jimmy Dyess Pkwy to Lewiston Rd.

Project Length: 4.1 miles

Improvement Type:

Paved Shoulder

Implementation Strategy:

Road Widening

Average Daily Traffic:

Current: 9,860 **2035 est:** 13,865

Prioritization Score: 16

Estimated Cost: \$137,760

Project Description

Existing Issues:

- Wrightsboro is the main route between Aiken and Grovetown
- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.

Project Benefits:

- Provides direct route to Grovetown and Harlem
- Enhances safety by providing bicyclists with a space to ride separated from motorized vehicles
- Ability to implement quickly and cost effectively
- Paved shoulders improves safety for all road users, lengthens pavement life and reduces maintenance



Paved Shoulder



Reference Map



Funding Options

Federal Funding Programs

There is no dedicated federal funding source for just bicycle and pedestrian improvements. However, there are several federal funding programs that can be used to finance bicycle and pedestrian facilities. The following provides a list of federal funding programs that could be used to fund the bicycle and pedestrian improvements in the ARTS area:

- **Transportation Enhancement Funds** - This program provides funding for a range of enhancement-related activities including facilities for pedestrians and bicycles. Within the state of Georgia, the Transportation Enhancement (TE) program is a competitive grant program, with application deadlines every two years. Nationally, this program has been the largest federal source that funds bicycle and pedestrian projects.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds** – This program funds transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards. The ARTS area is currently in attainment, however if new rules are implemented by the Obama Administration it is anticipated that the ARTS area would be designed a nonattainment area. As with other federal funding sources, MPOs that have made cycling and walking priorities in their planning will have an easier time using CMAQ funds on bike/ped projects. A large share of federal bike/ped funding comes from CMAQ. According to FHWA, the program accounted for nearly 10 percent of all Federal-Aid Highway Program funding obligated to bicycle and pedestrian projects between 1992 and 2008, making it the second largest federal source for bicycle and pedestrian funds after Transportation Enhancements (TE).
- **Surface Transportation Program Funds** - This program provides funding for bicycle and pedestrian facilities. STP funds can be used on any roadway classified higher than a local road or a rural minor collector. Q23 funds are specifically for urbanized areas and are allocated based on population.
- **Highway Safety Improvement Programs (HSIP)** – This Program was created under the 2006 transportation authorization law, SAFETEA-LU, as one of the core Federal-Aid funding sources. HSIP funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, county and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage.
- **Section 402 State and Community Highway Safety Grants** – This federal grant program provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage. Under Section 402, bike and pedestrian safety programs are eligible to receive funding. In many areas, Section 402 is overlooked as a funding source and is rarely used for bike and pedestrian projects.
- **Safe Routes to School Program** – This program was established by Congress in July 2005. The Federal Highway Administration administers the Safe Routes to School program funds and provides guidance and regulations about SRTS programs. Federal SRTS funds are distributed to states based on student enrollment, with no state receiving less than \$1 million per year. SRTS funds can be used for both infrastructure projects and non-infrastructure activities.
- **Transit Funds (5309, 5307, 5311, and 5310)** – These funds can be used for bicycle and pedestrian transit amenities such as shelters, bicycle racks on vehicles, and bicycle storage at stations or transfer centers.

State Funding Programs

State funding programs for bicycle and pedestrian improvements are limited. Georgia and South Carolina DOTs do not provide dedicated funds for physical bicycle or pedestrian improvements. In both states, the DOTs incorporate bicycle and pedestrian friendly elements into planned or programmed improvement projects as they move through the design and construction stages. There are several of these types of projects in the ARTS area that will benefit from this policy and it is crucial that bicycle and pedestrian



facilities be reviewed during the planning and programming process to ensure these improvements are identified early in the process.

Regional Funding Programs

During the 2010 Georgia General Assembly, House Bill 277 (HB 277) was passed and it was signed into law by Governor Purdue. The enacted law, The Georgia 2020 Transportation Act, permits by statute referenda developing 12 Regional Commissions that cover all of Georgia and imposes on a 1 percent sales tax for 10 years to fund a list of transportation projects, which may include all modes of transportation. The referenda will occur on July 31, 2012. If passed by voters, Augusta-Richmond County and Columbia County will receive transportation funding from this new funding source and some of the nondiscretionary fund may be eligible to fund bicycle and pedestrian improvements.

Local Funding Sources

There are limited local funding programs that provide financing opportunities for bicycle and pedestrian enhancements. Generally, local funds are utilized to satisfy local match requirements of using federal funding sources listed earlier. However, Georgia and South Carolina law provide counties a local tax option to fund a variety of improvements, including transportation.

In Georgia, voters in Augusta-Richmond County and Columbia County have historically approved a one cent Special Purpose Local Option Sales Tax (SPLOST) referendum. This local funding source provides direct funding to construct transportation projects, including bicycle and pedestrian improvements, in both counties.

In South Carolina, the referendum on Round 3 of the Aiken County Capital Projects Sales Tax was passed in November 2010. The ballot included funding for Greenway related projects by both the City and Aiken County.

Financial Plan

During the development of the ARTS 2035 Long Range Transportation Plan, MPO staff coordinated with GDOT, SCDOT, and other local jurisdictions to identify transportation revenue that are reasonably expected over the next 25 years, which govern how and

when projects will be financed. Actual funding availability over the next 25 years will depend largely upon future actions and public policy directives initiated at the federal and state levels. Today, most roadway, bicycle, and pedestrian projects in the ARTS area are financed through federal, state, and local funds which are mostly derived from taxes on fuel, fees from vehicle registration, and local option sales taxes. To bring ARTS/Aiken County Bicycle and Pedestrian Study to reality, a thorough plan for funding a number of needed bike and pedestrian improvements is required. The purpose of this section is to address this issue by identifying funding sources to implement a five-year bicycle and pedestrian plan.

Federal planning statutes require that Long Range Transportation Plans must be financially constrained, which means that the estimated cost for all LRTP multimodal transportation improvements cannot exceed the amount of reasonably expected revenues projected from identified federal, state, and local funding sources. This requirement ensures that the LRTP is based upon realistic assumptions and can be implemented.

The ARTS 2035 LRTP was approved in September 2010 and is a financially constrained document that includes funding for bicycle and pedestrian improvements over the next 25-years. As discussed in the previous prioritization section, the ARTS/Aiken County Bicycle and Pedestrian Study has identified and prioritized numerous projects throughout the study area. In total, these projects exceed the amount of anticipated available funding to implement these projects. Similar to the ARTS 2035 LRTP, the Bicycle and Pedestrian Five-Year Financial Plan is based upon realistic assumptions. Table 8-7 (next page) provides a summary of the bicycle and pedestrian constrained funds listed in the ARTS 2035 LRTP, annual funding, and the five-year constrained plan. Since the ARTS area includes Georgia and South Carolina and funding levels and sources are different in each state, the financial plan shows the amount of funding for each state over the next five-years. The amounts are in 2012 dollars, not Year-of-Expenditure dollars.

Thus, the Short-Term Implementation Plan for Georgia (Augusta-Richmond and Columbia Counties) totals \$13.5 million while South Carolina's (Aiken County) totals \$1.9 million to implement top priority projects.

Table 8-7: Bicycle and Pedestrian Funding

State	2035 LRTP Total Bicycle and Pedestrian Funding	Annual Funding	Five-Year Constrained Plan
Georgia	\$67,676,740	\$2,707,070	\$13,535,348
South Carolina	\$9,809,124	\$392,365	\$1,961,825
Total	\$77,485,864	\$3,099,435	\$15,497,173

Source: ARTS 2035 LRTP

Five-Year Implementation Plan

Getting bicycle and pedestrian projects funded opens the door programming future multimodal projects. Thus, identifying the best project candidates that have the greatest positive impact on improving bicycle and pedestrian safety, connectivity, and mobility is crucial to the success implementing this plan. There is adequate federal funding available to support the priority projects identified in this plan. However, when trying to access federal funds it is crucial to work with local funding decision makers. During the development of this plan, local county and city planners were involved throughout the planning process. This will be helpful because ARTS cannot program federal funds unless local agencies are willing to sponsor projects and provide a 20 percent local match. To improve the chances of leveraging federal funds to construct and implement the Five-Year Program highlighted in this Plan, the following must occur:

- Secure the support of local elected officials, such as mayors, commissioners, and council members;
- Make the case to implement bicycle and pedestrian projects to agency leadership, such as labor, economic development, parks and recreation, etc.;

- Identify sources of local funds for the required 20 percent match to access federal formula funds, such as the local option sales tax;
- Research if in-kind donations are allowed to be used for local match and if so maximize it to its fullest; and
- Find allies, including transportation, health, and environmental partners in your community to lobby on enhancing the bicycle and pedestrian system in the ARTS area.

In the short term, the approach to implementing an expanded bicycle and pedestrian network must consider what is achievable and realistic given foreseeable funding. The implementation plan is based on the goals and objectives developed during the beginning of this study. The general priority of projects in Georgia and South Carolina, as shown in Table 8-8, Table 8-9, and Table 8-10, should be followed, except in cases where there are opportunities to combine bike and pedestrian improvements with other capital improvement projects, such as resurfacing, roadway widening, or new location roadway projects.

Table 8-8 provides the list of projects included in the Five-Year Implementation Plan in Augusta-Richmond County and Columbia County. The estimated cost to construct and implement this Five-Year Plan totals \$10.2 million.

**Table 8-8: Implementation Plan - Georgia**

Priority	Project Name		Cost	Treatment
2	MLK - 15th St	From Olive Rd to Government Rd.	\$1,258,400	Multi Use Path
5	15th Street	John C. Calhoun Overpass to Broad St.	\$4,320	Striped Bike Lanes
7	5th Street	From Broad St. to 5th St. Bridge	\$1,346	Shared Lane Marking
9	North Belair Road	Columbia Rd to Town Park Rd	\$30,240	Striped Bike Lane
10	Columbia Road	Old Belair Rd to Washington Rd	\$1,436,624	Striped Bike Lane
11	Flowing Wells Road	Wheeler Rd to Columbia Rd	\$441,000	Striped Bike Lane
12	Wrightsboro Rd.	Jimmy Dyess Pkwy to Lewiston Rd	\$137,760	Paved Shoulders
16	15th Street	Pope Avenue to Walton Way	\$2,880	Buffered Bike Lane
17	13th Street Bridge	Georgia Ave (SC) to Broad Street (GA)	\$1,271	Shared Lane Marking
18	Ellis Street	James Brown Blvd to E Boundary Street	\$2,440	Bike Route
19	Wrightsboro Road	Belair Road to North Leg Road	\$511,000	Striped Bike Lane
20	Telfair Street	Oak Street to 11th Street	\$14,203	Shared Lane Marking
27	5th Street Bridge	Riverwalk Marina to Jefferson Davis Hwy	\$126,786	Multi Use Path
28	Central Avenue	Monte Sano Avenue to Druid Park Avenue	\$17,760	Buffered Bike Lane
30	Henry Street	Fleming Avenue to Bransford Road	\$1,980	Bike Route
32	McDowell Street	Arsenal Ave to Merry Street	\$3,120	Bike Route
33	Bransford Avenue - McAnally Street	Merry Street to Emmett Ave	\$620	Bike Route
35	15th Street	Government Road to Central Avenue	\$143,500	Striped Bike Lane
36	4th Street	Laney Walker Boulevard to Broad Street	\$1,880	Bike Route
37	Broad Street	10th Street to US 1	\$14,520	Buffered Bike Lane
38	Broad Street	15th Street to 10th Street	\$9,000	Buffered Bike Lane
39	Central Avenue	Druid Park Avenue to 15th St.	\$1,495	Shared Lane Marking
40	James Brown Boulevard	Twiggs Street to Laney Walker Boulevard	\$2,990	Shared Lane Marking
41	James Brown Boulevard	Walton Way to End of James Brown Blvd	\$5,681	Shared Lane Marking
42	Laney Walker Boulevard	E Boundary Street to 15th St.	\$22,848	Striped Bike Lane
44	Olive Road	Heard Ave to Gordon Highway	\$16,224	Striped Bike Lane
46	Old Evans Road	Washington Road S to Washington Road N	\$906,500	Striped Bike Lane
48	Windsor Spring Road	Tobacco Road to GA Highway 88	\$5,085,600	Multi Use Path
49	10th Street	Wrightsboro Road to Dantignac Street	\$1,160	Bike Route
50	Wrightsboro Road	Druid Park Avenue to James Brown Blvd	\$12,384	Striped Bike Lane
TOTAL			\$10,215,532	



Table 8-9 provides the list of prioritized projects included in the Five-Year Implementation Plan for Aiken County. The estimated cost to construct and implement this Five-Year Plan totals \$1.7 million. While this total is below the projected \$1.9 in the 2035 ARTS LRTP, additional funds should be allocated to developing the bicycle route network, such as extending the Collier Street bike route to Henry Street and Boardman Road (see Table 7-6 Recommended Bicycle Routes, in Chapter 7), and/or toward the total cost of high priority projects identified in the Extended Implementation Plan, shown below, in Table 8-10. The Extended Implementation Plan lists high priority projects in order of the preferred sequencing for implementation.

As noted earlier, there are potential funding sources available, which the County can request and apply for to construct priority projects. As funding is identified, the County will construct as many projects as possible over the next five years that improve connectivity and encourage increased bicycle and pedestrian activity. Specifically, this Plan recommends that the County pursue additional funding for implementation of projects shown in Table 8-10. Where possible, the County will capitalize on cost efficiencies by implementing proposed bike and pedestrian improvements (as identified in Chapter 7) in conjunction with other capital improvement projects, such as resurfacing, roadway widening, or new location roadway projects.

**Table 8-9: Five-Year Implementation Plan – South Carolina**

Priority	Project Name	Project Cost	Corridor Segment	Project Type
1	E Pine Log Road Greenway	\$1,320,800	Silver Bluff Road to Trailwood Ave	Multi-Use Path
4	East Buena Vista Ave	\$12,096 (funded)	From Riverside Blvd to Georgia Ave	Bike Lane
8	Atomic Rd. Greenway	\$551,200 (funded)	From Buena Vista Ave to Old Edgefield Road	Multi Use Path
22	Collier Street	\$400	Henry Street to E Pine Log Road	Bike Route
23	13th Street Bridge	\$1,346	Georgia Ave (SC) to Broad Street (GA)	Shared-lane marking
24	Belvedere Clearwater Rd	\$16,320	Edgefield Road to Palmetto Parkway	Striped Bike Lane
29	Georgia Ave	\$27,456	13th Street Bridge to Knox Ave	Striped Bike Lane
45	University Parkway	\$367,500	Richland Avenue W to Robert M Bell Parkway	Striped Bike Lane
Total Cost for Projects		\$1,733,822	(Does not included funded projects)	

Table 8-10: Extended Implementation Plan – South Carolina

Priority	Project Name	Project Cost	Corridor Segment	Project Type
3	University Parkway Greenway	\$4,264,000	From Robert M Bell Pkwy to SC 19	Multi Use Path
6	US 1	\$325,248	Old Aiken Rd. to Augusta Rd.	Paved Shoulders
13	S Aiken Lane	\$416,000	E Pine Log Road to Corporate Parkway	Multi Use Path
14	SC 19	\$700,000	Hampton Avenue to Shiloh Heights Road	Striped Bike Lane
15	West Aiken Greenway	\$5,158,400	Greenville Road to Highland Park Avenue	Rail with Trail
21	Jefferson Davis Hwy	\$1,934,400	E. Martintown Road to Revco Road	Greenway
25	Belvedere Clearwater Rd	\$2,194,000	Palmetto Parkway to US 1	Multi Use Path
26	E Buena Vista Avenue	\$436,800	Floyd Ave to Atomic Rd	Multi Use Path
31	Knox Ave	\$770,000	E Martintown Road to Edgefield Road	Striped Bike Lane
34	US 1	\$228,480	Rutland Dr. to ARTS Boundary	Paved Shoulders
43	E. Martintown Rd	\$270,400	E Buena Vista Avenue to US1	Multi Use Path
47	Belvedere Road	\$655,200	US 1 to Augusta Road	Multi Use Path
Total Cost for Projects		\$17,352,928		



Non-infrastructure Improvement Prioritization

The programs recommended in this Plan are a relatively inexpensive method for improving and raising public awareness and adding to the safety and enjoyment of bicycling and walking in the ARTS region. Because of their minimal expense and importance to supporting the bicycle travel and thereby increase usage, all of the recommended programs and policies are designated for short- or medium-term implementation, shown below as first- and second-tier priorities. A comprehensive and diversified approach to programs and policies is essential to growing the community and culture of bicyclists and pedestrian in the ARTS region. Thus, both first-tier and second-tier lists include an appropriate combination of mutually reinforcing strategies that reach diverse audiences.

First-tier Programs, Policies, and Evaluation

First-tier non-infrastructure recommendations are programs and policies that have the highest impact for the lowest cost. Short-term priority projects are listed below, distinguished by those programs that offer immediate opportunities through continuation and expansion of existing programs and those that will be strategies new to the ARTS region.

Continued and expanded efforts:

- Safe Routes to School
- Safe Streets Save Lives
- Annual Count Program

New efforts:

- Issue Focused Safety Campaign
- Regional Bicycle and Pedestrian Committee
- Car Free Street Events
- Weekend Walkabouts
- Facilities Inventory Program
- Police Training Program

This Plan recommends implementing first-tier programs, policies, and evaluation within nine months of adoption of the Plan.

Second-tier Programs, Policies and Evaluation

Second-tier non-infrastructure recommendations are programs and policies that may take time to plan and implement, due to cost, political will or other factors, or particularly benefit from building upon first-tier successes. Medium-term priority projects include:

- Bike Month Activities
- Professional Driver Training
- Regional Plan for Bicycle and Pedestrian Collision Reduction
- Dedicated Funding Source

This Plan recommends implementing second-tier programs, policies, and evaluation within 18 months of adoption of the Plan.

Non-infrastructure Improvement Implementation

The non-infrastructure recommendations of this Plan are designed for implementation within three years of adoption of the Plan. While the vast majority of infrastructure and policy recommendations fall within the exclusive authority of ARTS and its member jurisdictions, many program recommendations can, and should, fall under the banner of outside agencies, private sector partners, and nonprofit organizations. In the ARTS region, nonprofit organizations that may want a role in implementing community programs include: Augusta Wheel Movement, Aiken Bicycle Club, Healthy Augusta, YMCA, Central Savannah River Area Regional Commission, Eat Smart Move More Aiken, Georgia Bikes, and Palmetto Cycling Coalition, among others.

A collaborative approach to implementing and sustaining bicycling and walking programs contributes to the broader vision of fostering a strong bicycling and walking advocacy community and culture. Additionally, the minimal expense associated with most programs offers the unique opportunity for multiple, varied sectors of the community to contribute to the larger bicycle friendly community campaign.

For each non-infrastructure recommendation of the Plan, Table 8-11 outlines the timeline



for implementation and the frequency of the program's occurrence. The fourth column provides a scaled estimation of potential cost for implementing the program. Programs such as Safe Streets Save Lives, the Regional Bicycle and Pedestrian Committee, and the Regional Plan for Bicycle and Pedestrian Collision Reduction, primarily require a commitment of staff or volunteer time and build on existing resources. Those programs are identified as low-cost programs that require minimal initial investment. Other programs require staff and/or volunteer time as well as funding for marketing materials, special events, or other components.

With adoption of this Plan, ARTS will use the timeline provided in Table 8-11 to begin implementing new programs and policies. As part of that process, ARTS will recruit partner agencies and organizations to assist in the implementation of (and future maintenance and expansion of) recommended programs.

Table 8-11: Implementation plan for non-infrastructure recommendations

Strategy	Commencement	Duration; Occurrence	Cost Range
Safe Routes to School	Immediate	Ongoing	\$\$
Safe Streets Save Lives	Immediate	Ongoing	\$
Issue Focused Safety Campaign	August 2012	1-2 months; Every Two Years	\$\$
Regional Bicycle and Pedestrian Committee	August 2012	Ongoing	\$
Car Free Street Events	September 2012	Monthly during Spring or Fall; Occurring Annually	\$\$\$
Weekend Walkabouts	September 2012	Monthly during Spring or Fall; Occurring Annually	\$\$
Annual Count Program	September 2012	Annual	\$-\$\$
Facilities Inventory Program	January 2013	Ongoing	\$-\$\$
Police Training Program	January 2013	Every Three Years	\$\$\$
Bike Month Activities	May 2013	Annual	\$\$-\$\$\$
Professional Driver Training	June 2013	Every Three Years	\$\$\$
Regional Plan for Bicycle and Pedestrian Collision Reduction	June 2013	Ongoing	\$
Dedicated Funding Source	October 2013	Ongoing	\$\$\$